



AUTOMOBILE

Cheap Trip to Coast In Buick

According to H. N. Griffin, of Gardena, Buick agent for this district, transportation from Kansas City to Los Angeles, figured in dollars and cents, means little to John Graves, mining engineer, now a resident of Los Angeles. He brought his family all the way from the Missouri city to Southern California at the rate of three cents per mile, and they included "eats" and sleep in the sum total of \$65.

Frugality in expenditures was not the reason for the slim figures in the expense column. They resulted from the perfect score registered by the Buick Six which Graves drove and which acted at all times like a machine which knew its masters voice.

Graves secured a total of 20.78 miles to the gallon of gas, a matter that would cause more than one motorist to leap up and down with joy, but the fact that he and his family ate, slept and were merry on the total referred to above for a distance of 2078 miles, brought peans of joyfulness to his lips.

A splendid feature of his Buick, Graves points out, is the fact that in 11,000 miles of travel it has never steamed. He carried extra water with him, but was never called upon to use it.

The wise driver is not the one who puts all his dependence in the emergency brake.

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Clevelands By The Trainloads

When W. P. Herbert Company, distributors in this territory for Chandler and Cleveland sixes, announced they were shipping a complete line of assorted models in trainload lots, they might have been classified as bold gamblers, staking their guess against public caprice, but they knew their stock and the results prove that what might have been termed a headlong policy is merely astute foresightedness.

The second Chandler-Cleveland Special, a solid trainload of the various models produced in these two popular makes, arrived just a few days ago—179 ruggedly built road aristocrats.

Yesterday Frank P. Darling, agent for San Pedro, Lomita and Harbor City, for the Chandler and Cleveland line, announced that before the train was even unloaded seventy-five orders were on file for delivery of these new cars to out of town dealers, and twenty-five eager customers awaited delivery of the various models which they had selected for their winter season comfort.

FORD DEALER USES NASH

T. T. Gardner, Gardena agent for the Nash car as well as agent for Torrance and Lomita, is elated over a recent sale he made to Walter T. Spiers, Gardena agent for the Ford. That an experienced automobile dealer should select the Nash for his personal use is a compliment to the car that is appreciated by Mr. Gardner.

The late model bought by Mr. Spiers, has many features not found in the earlier model including a heavy steel bar across the front at the end of the springs that adds materially to the sturdiness of the car. Another desirable addition to the new model is the ease with which the springs are kept constantly lubricated by the large reservoir filled with 606 oil that eliminates the old style oil cups and keeps the "squeak" out of the spring leaves.

The average woman's ambition is to look as well as she thinks she looks.

Fix Up Your Top Winter's Coming

"The motorist who has the foresight to prepare his car for the winter time shows the better part of wisdom," said the proprietor of McDowell's Auto Top Shop 242 N. Pacific, San Pedro. "It is always well to anticipate any how, and much grief is avoided by the motorist, who, before the summer is fully spent, gives his car a thorough examination, ascertains its weak spots and has them remedied before winter comes stealing on."

"One of the important parts is the top of the car, which frequently receives strenuous treatment during the summertime, the car going on especially long journeys, and through rough country. Before the summer is over it is advisable to have the top repaired, or, if it has been badly disfigured, have it replaced by a new one."

Make sure the jack is secure and in working order before attempting to take off a wheel.

Keep a careful record of the number of miles run, and compare it with the records of each month past for gasoline and tires.

Don't carry spare tubes loosely in the tool box or under the seat; keep them in the special tube bags or wrap them carefully in soft cloth.

When a spotlight is used on the windshield post of a car, its rays should be focused to strike the road immediately in front of the right hand fender.

When working around the engine care should be exercised in the use of the machinist's hammer, which forms a part of the tool equipment of every automobile.

A driver of an automobile should never pass a vehicle proceeding in the same direction unless the road ahead on the left-hand side is clear for at least 100 yards.

PROPER CARE OF MOTOR BATTERY

Corroded Terminals Are Frequently Source of Trouble, Says Prof. Brokaw.

FLOW OF CURRENT RETARDED

After Corrosion Has Formed Best Way to Get Rid of It is to Scrape the Terminals Until There is Bright Lead Finish.

Corroded terminals are the chief source of battery trouble, according to H. Clifford Brokaw, technical director of the West Side Y. M. C. A. Automobile schools. He explains that occasionally the self-starter will not work while the lights, horn and ignition operate smoothly.

"This condition may be traced," he adds, "to corroded or poorly fitting battery terminals which will only allow a sufficient amount of current to pass to operate the lights and horn. As the starting motor takes a larger amount of current, the resistance may be great enough to prevent it from operating."

To Remove Corrosion.

"Corrosion is formed by the action of the electrolyte or acid in the battery. After it has formed, the most satisfactory way to get rid of it is to scrape the terminals until there is a bright lead finish. Washing the terminals with ammonia or some other alkaline solution will neutralize any acid that may be present and prevent corrosion. When such washing is done, care should be taken that none of this solution gets into the battery."

"After the terminals have been scraped and the parts assembled, care should be taken to see that the terminals make contact for the full area of their surface. A firm and full contact is required to supply the amount of current for the starting motor. Some motorists coat the terminals with vaseline or other grease to prevent the acid from coming in contact with the joint.

Lights Burn Out Entirely.

"If the corrosion becomes too great, or if the contact from any other reason becomes poor, the lights are apt to flare up to excessive brightness, and if the contact is so poor that no current can pass or if the wire should become disconnected from the battery, the lights will burn out entirely in most systems. This is because the generator which charges the battery is designed to deliver sufficient current to charge the battery at low speed, and when the engine is speeded up it will deliver more than is necessary. The system of regulating the voltage in most cases is such that the battery plays an important part in keeping the voltage from rising to a point where it will burn out the lights and damage other parts."

"Usually about the only attention a battery requires is to keep the plates covered with an electrolyte by adding distilled water. Water containing minerals might damage the battery or at least interfere with its proper action."

FINE SERVICE STATION FOR MOTORISTS

Opening of Palmer Service Station Great Aid to Drivers

With the opening of the Palmer Service Station at the intersection of Border avenue and Cabrillo streets, Torrance can boast of one of the most complete as well as artistic auto stations in the Southwest.

Constructed of cream-colored pressed brick with cement a gravel runways, handsome and up-to-date gas pumps, the front and separate portion of the station is one of the prominent landmarks to the incoming driver, while the brilliant lighting arrangement makes it particularly noticeable at night.

To the rear of the filling station is the vulcanizing works, the Willard Battery station and the auto accessory department in which is seen a fine display of U. S. and Perfection tires.

Well arranged rest rooms and a wash and grease rack are being installed that will be an innovation in Torrance and that gives the Palmer station a metropolitan air seldom seen in towns of this size.

Willard Battery In New Home

Established in their new and up-to-date service station at the corner of Border avenue and Cabrillo street, Torrance, the Willard Battery agents for this city may well be proud of their establishment.

Mr. Guttenfelder and son, who have served the host of Willard battery users for many years, in selecting the Palmer Service station as their new location, displayed excellent judgment, as the handsome corner buildings are a credit both to the city and their occupants.

Willard batteries are becoming a household word with motorists and following the example of other cities the local agents have selected the most up-to-date station for receiving their customers.

Chalmers Six In Cross U. S. Trip

James W. Chew, automotive editor of the Times-Leader of New Haven, Conn., driving his Chalmers Six, and accompanied by his wife and brother-in-law, arrived in Los Angeles last week via the transcontinental route, having made the 3600-mile journey in three weeks' driving time. Not even a puncture marred the trip, he avers.

"When we talked of making the trip to Southern California by automobile, we received plenty of discouragement," he said, "the horrors of desert travel were pictured to us, but we had no trouble on the so-called desert and enjoyed the experience thoroughly."

"The vast majority of tourists on the Atlantic seaboard and in the New England States, have an idea that the transcontinental trip is one of great hardship. Readers of the Times-Leader will learn differently. Incidentally I am going to tell them what a wonderful organization your automobile club is. We followed its signs all the way from Chicago," he told P. H. Green of the Greer-Robbins Company, Chalmers distributors.

Dealer Declares Auto Not Light

The impression has been gained, says B. M. Torrens, of Redondo, distributor for this district of the Paige and Jewett cars, that the Jewett is a light car in every sense of the word, and the impression is wrong.

Fully equipped and ready for the road Torrens says, the car really weighs 2640 pounds, which immediately banishes the "light-weight" idea concerning it. Because of this reason it can be termed in no sense of the word light, he declared, and it is not a light six.

"On the contrary, the Jewett is powered with a motor that is among the largest that has ever been successfully operated in an automobile of its size, and is really oversize for this type of car. But engineering ability has compressed into a remarkably small space a great amount of power that, through judicious balance and careful accuracy in every detail of construction, the small car is really oversize, or at least of much greater capacity for power and case," Torrens continued.

Frank L. Darling

ANNOUNCES

the opening of his San Pedro Agency for

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LESSON IN GENTLE BRAKING

No Quicker or Certain Way of Sending Tire to Junkman Than to Stop With Jerk.

Apply the brakes considerably and the car will soon show its gratitude, because gentle brake application reduces the strain on tires, wheels, springs and other parts. If the brakes are applied with full force at least one, if not both rear wheels are likely to lock, and in sliding along the ground a noticeable amount of rubber is scraped from the tire at the point where it contacts with the ground. There is no quicker nor more certain way of sending tires quickly to a rubbish heap or the junkman. Harsh brake application wears the brake lining unduly and pulls and racks the whole car. Much greater economy will be obtained and much less trouble will be experienced if the brakes are used as sparingly as possible.

If a man is not able to check out on his expenses it is time for him to check up on them.

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